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# news on the dot

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# news on the dot

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## COVER STORY

Main concourse in the new terminal at Winnipeg International Airport contains 200 feet of ticketing and check-in counters. Luggage is sent to aircraft by conveyers. (See article "Open Three New Doorways to Canada" on page 6.)

## EDITOR

Yvonne McWilliam

NEWS ON THE DOT is a Department of Transport staff magazine published under the authority of the Minister the Hon. J. W. Pickersgill, by the Information Services Division.

## D.O.T. Log

• CCGC "Spindrift", the last of three 70-foot search and rescue cutters built for service on the Great Lakes, was christened on October 31st.

Sponsor of the vessel was Mrs. McKean, wife of F. W. McKean, Parry Sound district marine agent. The event took place at the yard of Cliff Richardson Boats Limited, Meaford, Ontario.

• The department recently announced that it will issue certificates of qualification as ships' cook to Royal Canadian Navy trained cooks on their release from the service.

The possession of such a certificate will allow these men to apply for a berth as ships' cook in any foreign-going or home-trade merchant ship registered in the British Commonwealth. This gives a man the opportunity, for example, of entering one of the world's famous shipping lines, serving as chef on a luxurious yacht or cruise liner or as a cook aboard a Canadian Coast Guard vessel.

• Representatives from seven organizations active in aviation met in Ottawa with D.O.T. air services officials late in November to review the problems created by masts, wires and other possible obstructions to air navigation.

The development of aviation—more planes in more places—has created new problems: A power line crossing a deep canyon a few hundred feet above the water was not a practical hazard to aviation until helicopters ventured into the canyon. Wires connecting an island with the mainland were no obstruction until cottage areas became commonly used by aircraft.

The organizations represented at the meeting were the British Columbia Aviation Council, the Alberta Aviation Council, the Flying Farmers, the Canadian Flying Clubs Association, the Air Transport Association of Canada and the Canadian Business Aircraft Association.

• The last of the 19 Canadian Coast Guard icebreakers and supply vessels involved in the 1963 resupply operations returned to their home ports late in October.

The success of the program, which involved handling more than 100,000 tons of cargo at more than 30 ports of call was a tribute to the skill and seamanship of

the Canadian Coast Guard officers and crew. Ice conditions encountered by the ships were the worst on record.

Even in Hudson Bay ice conditions were worse than in past years, but with routing advice and icebreaker support provided by the Canadian Coast Guard, shipping moved freely throughout the season. The wheat export from Churchill totalled 22,864,100 bushels, establishing a new record.

## It looks like we're being read

Last September we sent a form to everyone on the News On The DOT mailing list (persons outside the department and retired D.O.T.'ers) asking that it be returned with correct name and address. We pointed out that if it wasn't returned their name would come off the list.

The response was very good. Only a few people didn't return them and some of those that did took time to pen unsolicited comments on the forms. Comments such as:

*"I very much appreciate receiving News On The DOT at my home since retirement. It keeps me in touch with old friends."*

*"I should hate to miss this"*

*"I look forward to each issue."*

*"... I enjoy reading about the department in which I spent so many happy years. The articles are most interesting."*

*"... very interesting magazine."*

*"An excellent, informative and well-written magazine. Keep up the good work!"*

*"I would not be without News On The DOT..."*

*"Please don't cut me off from such a good publication."*

And we even had people who were willing to pay. *"If any subscription fee kindly send bill to above address."* *"Please bill me for new subscription."*

Although not all—not even most—of the comments came from retired employees, several did, and it is interesting to note that it was through a suggestion made by an Ottawa Airport employee (he got a \$10 award) that we started sending News On The DOT to all employees when they retire. Apparently it was a good idea.

Our efforts to update the mailing list of some 400 names were successful—not only is it up-to-date, but we have a good indication that this magazine is being read and liked.



Memo To: D.O.T. Employees  
From: Deputy Minister

There has been much comment in recent months about bilingualism in Canada. This comment has varied according to the region in which it has appeared. I do not propose to enter into any philosophic discussion on the nature of Canada or its constitution, but I do wish to comment on the situation in the Department of Transport.

We are a large operating department which covers every portion of the country and which has many daily dealings with the public. We are proud that our employees include large numbers of the two principal Canadian stocks, as well as representatives of the numerous other racial groups which exist in Canada.

There are many regions in which our operations require the use of only one language. There are also a number of points and areas where both English and French are in common usage. We must be able at those points and in those areas to deal with the public and with our own employees in both languages. This does not mean that every employee in these locations must overnight become fluent in both English and French; rather, it means that we must initially achieve a reasonable balance which will provide us with competence in both languages; while moving at the same time towards the more comprehensive objective of general competence on the part of all our personnel.

For many months we have had various training plans under review. Indeed, ideas have been so numerous that our difficulty has been to decide where to start. At the same time we must, in pursuing our objectives, ensure that we do not depart from the requirement of the Civil Service Act and the Civil Service Commission that we treat all our employees fairly and on the basis of merit. We must also recognize that not all persons have the same competence or the same potential for developing bilingual capabilities for reasons which, in fact, are rooted in the Canadian educational background, and circumstances completely beyond the control of the individual concerned.

The training programs that we have been considering include both the teaching of French and the teaching of English. The training that will be undertaken in coming years will, in part, be on departmental initiative and, in part, may involve participation in general programs organized by the Civil Service Commission. It will have to proceed at a rate which does not harm our everyday operations and this, in turn, places a limit on the number of persons who can at any one time be relieved from their day-to-day duties to take this training. So far all indications are that a short period of full-time language training is much better than a longer period of part-time training.

Our objectives are to achieve in the first instance basic training in speaking and writing but these will have to be extended as we proceed to cover more advanced specialized training for services where the language is specialized or technical.

As a first step towards the development of a satisfactory program for the department, we propose to establish a position of special Director of Bilingual Training to undertake the necessary review of departmental requirements. This will enable us to plan and proceed with particular training programs which will, in the first instance, be concentrated at those points where a specialized dual language requirement is necessary.

*J. R. Baldwin*



Mémo aux employés du ministère des Transports  
Provenance: Sous-ministre

On a beaucoup parlé ces derniers mois du bilinguisme au Canada. Les opinions à ce sujet ont varié d'une région à l'autre. Je n'ai pas l'intention de vous présenter un exposé philosophique sur la nature du Canada ou de sa constitution: je désire seulement vous faire part de quelques réflexions sur la situation qui existe au sein du ministère des Transports.

Notre ministère s'occupe d'un vaste domaine d'exploitation qui concerne chaque partie du pays et qui comporte des rapports multiquotidiens avec le public. Nous sommes fiers de compter parmi nos employés de nombreux membres des deux principaux groupes ethniques du Canada, de même que des membres des nombreux autres groupes ethniques qui existent dans notre pays.

Il existe plusieurs régions où le travail du ministère ne nécessite l'usage d'une seule langue. Il y a également un certain nombre d'endroits et de régions où on se sert communément du français et de l'anglais. Nous devons pouvoir nous y servir des deux langues dans nos relations avec le public et avec nos propres employés. Je ne veux pas dire par là que chaque employé dans ces endroits doit posséder parfaitement le français et l'anglais du jour au lendemain; il nous faut d'abord atteindre un équilibre raisonnable qui nous permettra d'assurer un bon service dans les deux langues, tout en visant le but plus large d'une compétence générale de la part de tous nos employés.

Depuis plusieurs mois, nous étudions différents projets de formation. En vérité, les idées ont abondé au point que la difficulté consiste à savoir par où commencer. Tout en cherchant à atteindre notre but, nous devons nous assurer que nous n'enfreignons pas les dispositions de la Loi sur le service civil et des règlements de la Commission du service civil qui exigent que tous nos employés soient traités avec justice et selon le mérite. Nous devons aussi reconnaître que tous n'ont pas le même talent ou les mêmes possibilités en ce qui a trait à l'étude d'une langue seconde et cela pour des raisons qui ont leurs racines dans le système d'enseignement du Canada et relèvent par conséquent de circonstances indépendantes de la volonté des personnes en cause.

Les programmes de formation que nous avons envisagés comportent l'enseignement tant du français que de l'anglais. Les programmes de formation qui seront mis en oeuvre au cours des prochaines années résulteront, pour une part, d'initiatives du ministère et pourront, pour une autre part, comporter la participation à des programmes d'ensemble établis par la Commission du service civil. Ces programmes devront être appliqués suivant un rythme qui ne nuise pas à nos travaux quotidiens, c'est-à-dire que le nombre de personnes qui pourront s'absenter de leur poste en même temps en vue de recevoir cette formation sera nécessairement limité. Jusqu'ici, tout indique qu'une courte période d'études à temps complet vaut beaucoup mieux que des études à temps discontinu réparties sur une plus longue période.

Le but que nous nous fixerons au début sera d'assurer d'abord une connaissance générale de la langue parlée et écrite, mais ce premier but devra être dépassé par la suite alors que nous devrons donner une formation spéciale plus avancée en vue de l'occupation des postes qui exigent la connaissance de termes spéciaux ou techniques.

A titre de premier pas vers l'établissement d'un programme qui soit à la satisfaction du ministère, nous nous proposons de créer un poste de directeur spécial de l'enseignement des deux langues qui sera chargé de faire un relevé des besoins du ministère. Cela nous permettra de faire des projets et de mettre en oeuvre des programmes de formation particuliers qui concerneront, pour commencer, les endroits où le besoin d'une connaissance spécialisée des deux langues se fait sentir.

*J. R. Baldwin*

# view from the control towers

Toronto's new international airport controls its air traffic from an eye-catching three-legged tower located in the centre of the runways.

This is perhaps the most unusual air traffic control idea incorporated into D.O.T.'s three new terminals at Toronto, Winnipeg and Edmonton. Usually the control tower, with its slanted windows, sits atop the terminal building itself.

At Malton the tower is 100 feet high and situated on the roof of a single storey Y-shaped building. Winnipeg and Edmonton have conventional towers.

Air traffic control divides Canadian airspace into eight separate areas. Individual area control centres, with extensive use of radar and radio, are responsible for the safe separation of aircraft through their areas.

Once an aircraft leaves one area it immediately becomes the responsibility of the adjoining area's control centre.

As flights through an area converge on major airports like Toronto, Winnipeg and Edmonton traffic becomes more dense. To get precision control the separation responsibility is transferred to terminal control units. There are several such terminal units in each of the eight control areas; 14 in all throughout Canada. For example, in the Winnipeg control area there are four terminal control units operated by D.O.T.—the Lakehead, Regina, Saskatoon and Winnipeg itself; in the Toronto control area, D.O.T. operates terminal units at Malton and North Bay, while the Department of National Defence provides a similar service at Trenton.

At Toronto, terminal control covers the airspace within some 30 miles of the airport. As soon as an aircraft coming in for a landing enters the 30-mile zone, control over it is transferred from the area centre to the terminal unit. Similarly, on take-off an aircraft is under the terminal control unit until it is 30 miles out.

Planes overflying Toronto, Winnipeg and Edmonton usually stay under the area control centre.

These procedures apply only to planes flying under instrument flight rules which require the pilot to file a flight plan before taking off from any airport within controlled air space.

The area and terminal controllers issue clearances which include routing and approved flight altitudes as well as special advice and traffic information. By these means "separation" from all other instrument flights in the area is ensured.

Edmonton control serves air space over all of Alberta as well as airways and air routes to Alaska as far as Whitehorse, Yukon; Toronto handles area between Hudson Bay and the Great Lakes, Port Arthur and Kingston; Winnipeg covers area between North Battleford and Swift Current to the Lakehead and Kapuskasing, and from U. S. border to Coral Harbour, on the north.

Edmonton's terminal responsibilities begin 69 miles from Edmonton where area turns over the aircraft. The unit also serves three airports: Edmonton International, Edmonton Municipal and the military air-base at Namao.

There is a third stage in air traffic control at all these airports. Tower controllers, when weather allows, handle traffic when it comes into view, and the terminal unit

turns the aircraft over to them at that time. In poor weather (instrument weather conditions) the terminal unit remains responsible for safe separation until an aircraft approaches the end of the runway. At that point the control tower takes over.

At Toronto the area control centre and the terminal units are located in one large room.

The controllers are seated at consoles arranged in the shape of a U with the terminal controllers sitting in the bend of the U.

Thus when a plane "overflies" Toronto from west to east, the controllers on the west side of the console, who are responsible for the west sector of the area, transfer control to the controllers on the east side who are responsible for the east section. If the plane is landing, control is transferred to the terminal controllers in the bend of the U.

In order to keep in touch with the many aircraft Toronto controllers can use 27 radio frequencies, Edmonton 24, and Winnipeg 37.

Tape recordings are made of all conversations between controllers and pilots, and, of course, radar is indispensable in keeping track of the many aircraft, and usually covers an area of 100 miles at most major Canadian airports.

To give some idea of the size of these operations, in 1962 Toronto International Airport handled a total of 116,218 aircraft movements. Of these, 89,376 were itinerant flights, i.e. flights arriving from or departing for other airports as opposed to strictly local operations such as practise flights. No other airport in Canada handled as many airlines or itinerant flights, although others accommodated more total traffic.

Winnipeg controllers looked after a total of more than 140,000 movements, 71,975 being local in character and remaining under tower control. At Edmonton there were 19,216 aircraft movements at the international airport and a whopping 146,292 at the municipal one, although about 90 per cent of scheduled flights used in the international airport.

To the men in the control tower and in the darkened radar rooms below these figures mean more than interesting statistics. They represent hour after hour of painstaking skill and alertness in a job that demands the unstinting from the unflappable.



Airport traffic controllers at work in the Winnipeg control tower.

# open three new doorways to Canada

by Yvonne McWilliam

Air terminals for '64 could well be the slogan of D.O.T. During the first 59 days of the year the department opens three major international terminals:

Winnipeg—January 17

Edmonton—February 15

Toronto—February 28

Although each is engineered to fit the local environment, all three incorporate the ubiquitous ultras in facilities and fine furnishings of modern terminals. As well, they are embellished with works of art by prominent Canadian artists and sculptors—rapidly becoming the hallmark of D.O.T. terminals.

Not just pretty, the terminals are practical too. Each has a post office, bank, stores, restaurant and coffee shop along with such government-maintained facilities as nurseries, roomettes, parking lots and spectator decks.

While these new terminals will boost Canadian aviation's leap forward into the seventies, they and their art work also serve as reminders of a colorful past:

Stevenson Field in Winnipeg was named after a Distinguished Flying Cross holder and one of Canada's early pilots;

Edmonton, birthplace of Canadian Pacific Airlines, was a haven for bush pilots; and at Toronto, a second "escape" airport became a major crossroad.

Four former Transport ministers were invited to join Minister McIlraith, Manitoba's Lieutenant-Governor Errick Willis and Veterans' Affairs Minister Roger Teillet and other federal, provincial and local dignitaries in officially opening the new terminal at Winnipeg on January 17.

The former ministers—Hon. Leon Balcer, Hon. George Hees, Hon. George Marler, and Hon. Lionel Chevrier were also invited to form the nucleus of the official party at Edmonton on February 15 when Mr. McIlraith will again officiate. On that occasion other invited platform guests include Alberta's Lieutenant-Governor Dr. J. Percy Page, Premier Ernest Manning, Federal Agriculture Minister Hon. Harry Hays, and other officials of all three government levels.

At Toronto Prime Minister Pearson will officiate. In addition to Mr. McIlraith and the four former ministers, invited platform guests include Ontario's Lieutenant-Governor Earl Rowe and Premier John Robarts, Chairman of Toronto Metro Commission William Allen, and others.

Winnipeg Airport began as Stevenson

Field in 1928, one year after a group of public-spirited Manitobans formed the Aviation League of Manitoba to encourage flying in the province.

They leased 160 acres from the City of St. James and chose the name Stevenson Field to commemorate Captain F. J. Stevenson, D.F.C., a noted Manitoba flyer who had died in an air crash in Manitoba that year.

In 1929 Stevenson Field was accepted as the eastern terminus of the western air mail route—provided that runway lighting be installed. It was.

Seven years later the City of Winnipeg decided to join with St. James in developing the airport. The St. James Winnipeg Airport Commission was incorporated in 1938. A few months later a Trans-Canada Air Lines aircraft took off on the first official flight from the runways.

In 1940 the airport's operation and maintenance was turned over to the federal government which continued to operate it after the war. D.O.T. requested, and the councils of Winnipeg and St. James agreed to, a name change in 1958. Stevenson Field became Winnipeg International Airport. (That same year the federal government began negotiations to acquire title to airport properties so that it now completely



Eight-story control tower at Winnipeg International Airport dominates prairie vastness.



Administration building with air traffic control tower rises over approach road at Edmonton.

# terminal weather picture

owns the site.)

The airport has now been given the face lifting to go with the name change—a new aviation personality for the '60's.

Edmonton, the CPA birthplace, was a major port in the bush flying era that made Canadian pilots world famous. And the story of the rollback of the Canadian North cannot be told without mentioning Edmonton—"the gateway to the North".

It was back in 1919 that Captain "Wop" May and his brother Court started May Airplanes Ltd., Edmonton's first commercial airline company. A one-aircraft company, their Curtiss JN4 ("Jenny") was named "The City of Edmonton" and had been given to that corporation by the RAF in return for one which Edmonton had donated during the war.

Another pioneer in Canadian Aviation, Grant McConachie, now president of CPA, started his first airline in Edmonton. His United Air Transport Ltd. began charter flights to the Yukon in 1934 and he piloted the first scheduled airmail passenger flight to Whitehorse in 1937.

Edmonton's first municipal airport was opened in 1927 by C. H. "Punch" Dickens.

Two years later he brought a full load of baled furs from Fort Good Hope back to Edmonton, the first time a valuable cargo  
*(continued on next page)*

A staff of 225 weathermen, forecasters, technicians and communicators dovetail their efforts at the three new international terminals into the nation's weather picture under the meteorological branch.

Edmonton and Toronto each have staffs of 80 persons and Winnipeg, 65.

In each area incoming weather information from every direction provides data to be digested by a special aviation briefing office which, in turn, passes on to the airline despatchers and aircrews an up-to-the-minute picture of weather conditions over much of North America.

Tie-ins to national and regional facsimile circuits provide a steady flow of weather data in chart form both in and out of the three airports.

Four times daily these offices have scheduled forecasts tailored to flying needs. They give expected weather conditions at all airports in their areas as well as a general flying forecast.

Besides these aviation-oriented services, the offices provide certain local and area services. Edmonton, for example, issues four forecasts daily for the general public of Alberta and Western Saskatchewan as well as special seasonal marine forecasts for Great Slave, Lesser Slave, Athabaska and Great Bear Lakes.

An experimental program of special forecasts for Alberta farmers, prepared in consultation with an agriculturalist from the provincial government, is also part of Edmonton's responsibilities.

The forecasts emphasize the probable effects of expected weather conditions on current farming operations.

In Toronto the airport office prepares marine area forecasts for the Great Lakes and James Bay and fire hazard forecasts for Northern Ontario. It also has a special weather role for residents of the Toronto metropolitan area. Automatic telephone equipment offers an increasingly popular service by providing both current and forecast weather information.

All the offices provide news stories for the local press and briefing of personnel for TV weather shows. Weather data for business and industry is frequently given in answer to telephone calls.

The Winnipeg office has its own area of responsibility for public weather forecasts. It includes Manitoba, eastern half of Saskatchewan, northwestern Ontario and Hudson Bay. Marine forecasts are given for Lake Winnipeg and Hudson Bay and for forestry operations in the northern parts of Manitoba and Saskatchewan.



Aircrew get up-to-the-minute weather information at Winnipeg's aviation briefing office.

(continued from page 7)

of that kind had been flown out of the north.

And that same year, "Punch" Dickens flew a float-equipped plane from Edmonton 1,500 miles along the Mackenzie River to Aklavik. He was then the first airman to reach any point along the western Canadian Arctic coast by air.

These bush pilots and other pioneers put Edmonton on the aviation map with a big, indelible dot, and it was by the amalgamation of some ten independent air services, led by such pioneers, that CPA was formed in Edmonton in 1942.

The Second World War spurred the development of international air routes. Edmonton, strategically located on air routes to the Orient and on polar routes to

Europe, at once became a crossroads. Today it is served on a scheduled basis by CPA, TCA, Northwest Airlines, Pacific Western Airlines and Western Air Lines.

Toronto in the early 30's had, it seems, five small grass fields—but no proper airport where commercial lines could land.

An airport site was needed or Canada's second largest city and Ontario's capital would be flown over by the world's airlines while grass grew long on the five fields.

Civic prestige was at stake. City council made the obvious choice: Centre Island—cheap to develop and right downtown. Nobody quarrelled with them on that choice.

However, they knew that the island port was not suitable for night flying or in poor visibility and that the Department of Transport would insist on a second "escape" airport.

It was city council's choice for this "port

of refuge"—Malton—which stirred up a storm of criticism.

"Imagine—17 miles out of town!" har-rumphed the detractors.

Today the airport at Malton—now owned and operated by D.O.T. and located so close to Toronto, Hamilton and area by modern standards—is in the suburban heartland of a Canadian industrial complex.

Years of experience—and especially the Second World War—have brought terminal construction and design a long way from the early "escape" requirements at Malton.

At Winnipeg the overall project includes a separate power house building, roadway construction, aircraft parking aprons, taxi strips and car parking areas. Cost of the entire complex, including the terminal building was approximately \$15,000,000. Designed by Winnipeg architects Green, Blankstein, Russel Associates, the terminal

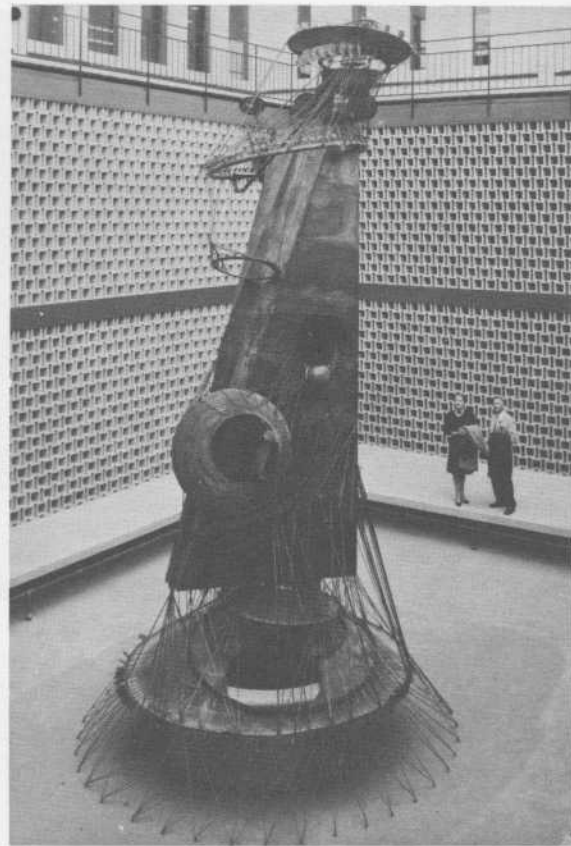
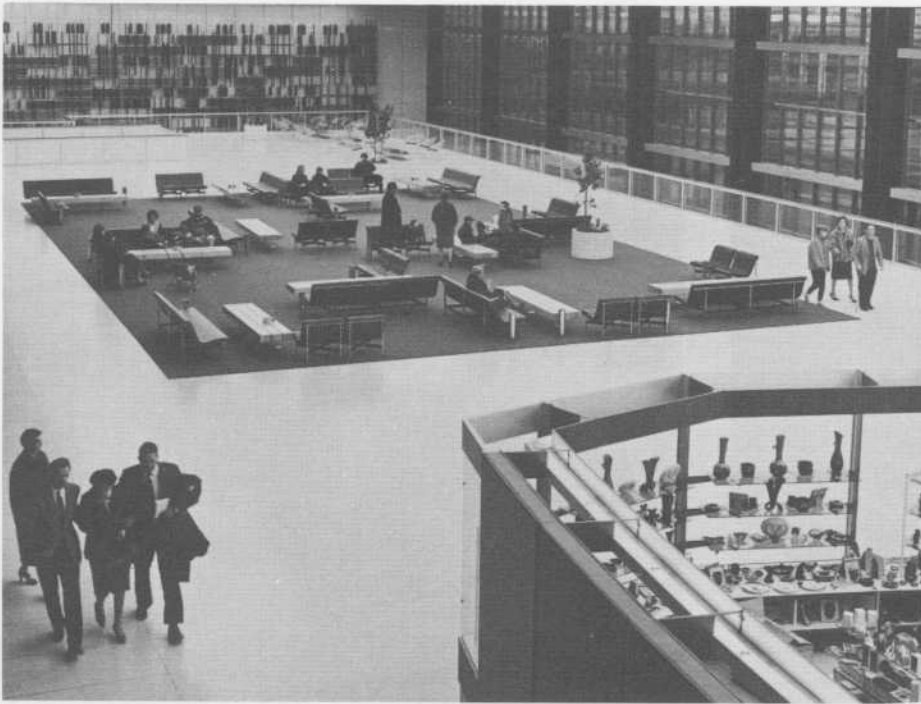
Bottom left: Toronto is the first airport to have its own pipeline supplying fuel for all its needs—aircraft refuelling, heating, etc.

Top right: Control panel in Edmonton power plant is a complex maze of switches, dials, gauges and buttons, all combining to provide the necessary power to keep the airport operating.

Bottom right: Separate power plant at Edmonton serves terminal building with light, heat, air-conditioning and standby power.







Top left: Mezzanine waiting area in Winnipeg terminal has gift shop and seats 400.

Bottom left: Colorful Pellan mural decorates restaurant foyer at Winnipeg.

Top right: Welded bronze sculpture executed by Gerald Gladstone stands over a fountain in court yard at Winnipeg. It is 28 feet high.

can accommodate the biggest jets now flying as well as the giants of the future.

The parking lot can handle more than 1000 cars—750 for the public and 300 staff—but the architects allowed in the design for the addition of a triple-deck parking building with direct access from the top deck to future second floor ticket counters and waiting areas.

They also designed the buildings to reduce aircraft noise and the smell of jet fuels as much as possible. All public, office and operational spaces are fully air-conditioned.

Edmonton's \$10,000,000 terminal complex (the runways etc. cost another \$10,000,000, this being a brand new airport as well) was designed by Rensaa and Minsos, Architects and Consulting Engineers of that city. It consists of a large central block, three stories high, with a multi-storey office block rising up from the

centre. This will house such D.O.T. operations as telecommunications, air traffic control and meteorology. The building is 190 feet long and, with the control tower topping the office block, stands 150 feet high.

In area, Edmonton has the second largest civil airport in Canada—outsized only by Gander. It occupies 7,300 acres.

The curtain-stealer of this year's terminal unveilings will be the \$30,000,000 Toronto complex. It was built to a master plan developed jointly by department architects and the Toronto firm of consulting architects J. B. Parkin Associates.

Keyed to maximum convenience for passengers and aircraft, its focal point is the central administration building resting in a sunken plaza. A circular aeroquay at which aircraft unload passengers and cargo, is located to the south of the administration building, as is the three-legged separate air

traffic control tower. As many as three more aeroquays may be added in years to come if traffic demands.

Although the aeroquay principle is not new, the Toronto plan has a unique feature. Passengers can drive their cars to a multi-storey parking structure overhead and be within a few hundred feet of the plane they are about to board—they almost step from foyer to flight, so short is the walk. (This is true at the other new terminals, where the position of flight gates has been designed to minimize steps.)

Some time in the future, passenger loading at all these terminals may be from the ticket concourse floor. Provision has been made for covered telescoping units to connect to the loading doors of aircraft. (It may well be that the new terminal at Vancouver, to be opened in 1967, will actually be the first to have such units

(continued on next page)

(continued from page 9)

installed.)

Another modern touch at these terminals of '64 is the delivery of baggage from aircraft. It is taken from the plane and deposited on circular turntables in the terminal by a series of conveyers. These turntables, or luggage carousels, measure 25 feet in diameter and rotate, allowing passengers to spot their bags easily and take them off as they swing into reach. Made of stainless steel, the carousels are similar to ones in use at Montreal International Airport.

Power plants for each of the new terminals—providing all the heat, air conditioning and stand-by power for the entire airport—have been designed as separate buildings. They are, in themselves, pieces of functional art with their machines visible like brightly colored sculptures through the all-glass walls.

Sculptures, paintings and other major works of art which grace the Winnipeg, Edmonton and Toronto terminals were described in the September/October issue of News on the DOT.

Sir Basil Spence, past president of the Royal Institute of British Architects, said recently in Toronto that the Canadian government should be praised for employing lively artists to do murals and sculptures for airport buildings.

"There is still no distinctively Canadian architecture," he commented "but Canadian airports may turn out to be among this country's cultural monuments". What finer tribute could be accorded our departmental architects under whose direction these new terminals have grown from bare earth to the magnificent structures we see pictured on these pages?



1

1. Quiet area off main waiting room at Edmonton. Mural in background is by Dennis Burton.
2. Main waiting area in Edmonton terminal. Mural in background by Jack Shadbolt commemorates bush pilots.
3. Passengers at Edmonton gather in one of a series of departure rooms just before boarding aircraft.
4. Two turntables at either end of Winnipeg terminal deliver luggage carried from incoming aircraft by underground conveyors. North wall is decorated by John Graham's mural of plexiglass and mosaic tile.
5. Eskimo innusuks (piles of stone in the size and shape of man, used to mark routes through the Arctic) stand in the administration building plaza at Toronto.
6. Comfortable waiting room is provided for those who are meeting flights at Edmonton International Airport.
7. A close-up of the Burton mural. Mounted on a circular screen, it is five feet high and 21 feet long.
8. Attractively-stocked gift shop and newsstand is one of the concessions at the Edmonton terminal.



6



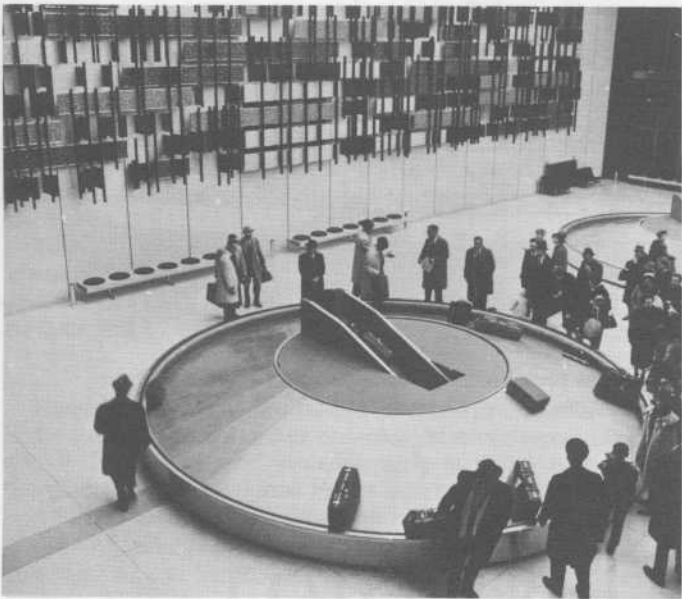
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2



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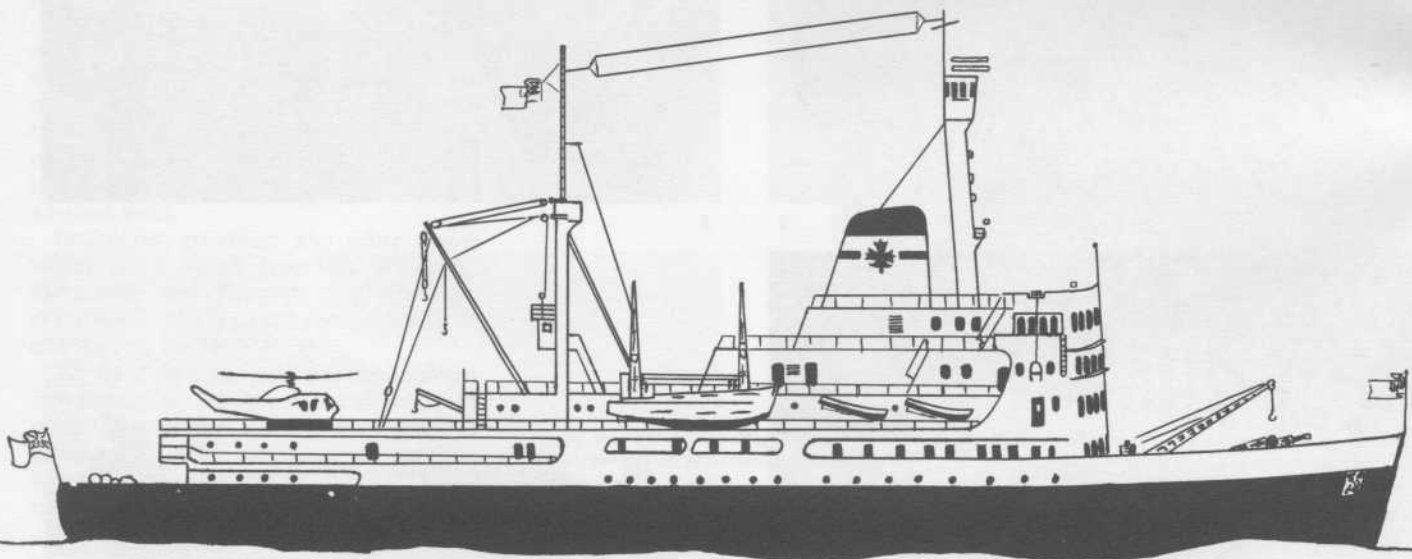
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5



8



Architect's drawing of the new \$18,000,000 icebreaker which will be under construction this year. Operated by a crew of 90, this triple screw vessel will be the second most powerful icebreaker in the world. (Russia's nuclear-powered LENIN is the most powerful.)

## Casting A "Janused" Look At D.O.T.

Janus, the ancient Italian god-guardian has, so mythology goes, two faces—one on the front and the other on the back of his head.

January, the month which incorporates his name, looks ahead to the new year while at the same time looking back at the old one—time for year end reviews and New Year's resolutions.

With a firm foothold in 1964, let's first see what's ahead for D.O.T. and then look back over the fence into '63.

### Marine

In 1964 the ship construction program announced last October will increase. The estimated \$110 million plan will run into 1965, and includes two weather ships and a triple screw icebreaker for the Canadian Coast Guard. The new weatherships will cost \$9-\$10 million each; the icebreaker, about \$18 million.

A start will be made this year on a new automobile-truck ferry—to cost an estimated \$14 million—to operate between the east coast of Nova Scotia and Argentinia, Newfoundland.

Tenders will be called in 1964 for a further two ferries. The

first will supplement existing ferries on the Borden-Cape Tormentine service at an estimated cost of \$14 million, the second will institute a rail ferry service between Nova Scotia and Newfoundland and will cost an estimated \$10 million.

The department plans to build for the Coast Guard two large supply and buoy vessels for eastern waters and two smaller agency tenders, plus seven smaller vessels for marine agencies and the St. Lawrence Ship Channel.

Construction of new marine agency buildings at St. John's, Newfoundland (\$1,200,000) and a new wharf at Dartmouth, N.S. (\$1,198,000) will be completed early in 1964. These improvements, coupled with the new \$1,500,000 wharf job at Charlottetown, help create a new look for department marine facilities in the Atlantic Provinces.

One of the most powerful lights on the North American continent will be switched on this Summer when the Prince Shoal lighthouse at the mouth of the Saguenay River in the St. Lawrence River becomes operational. A 33,000,000 candle power light will guide ships past this infamous shoal.

## Air Services

The department will have its first full year in the space age in 1964.

An August, 1963 agreement between the U.S. and Canadian governments provides for the testing of a communications system based on a D.O.T. ground station using U. S. satellites such as Telstar, Relay and Syncom.

The \$5 million ground station will exchange television, telephone, telegraph or data transmissions with other stations. Canadian industry is watching the program with interest and telephone and telegraph companies now have the means because of the agreement to explore this new dimension in communications.

Three new international air terminals will be opened in 1964—decked out in major pieces of Canadian art as the department reflects a growing sophistication in the nation.

Winnipeg, Edmonton and Toronto will show to the international travelling public the Canadian themes of 19 artists as well as ultra modern facilities.

Along with these major airport projects two smaller airports will be expanded and improved. The \$1 million terminal started last October at London, Ontario, will probably be completed about the end of 1964 and a contract for improvements to the Moncton, N. B. airport, estimated at \$850,000, will probably be let this Spring.

And when it comes to weather, although we can't change it, the department's meteorological branch stands a good chance of learning more about it—and faster in 1964.

Experience with the new 100,000-computations-per-second computer, installed last year in the Central Analysis Office at Montreal, will be a good base for even more effective service to the public.

The use of computers has already lessened the time-consuming calculation load on the department's meteorologists and will free them for their real job—comparison and analysis—so there will be no job displacement as a result of the computer.

## Staff Changes

However, one meteorologist did leave the branch. Along with some guiding hands in other branches, Meteorological Director Dr. P. D. McTaggart-Cowan left early in '64 to take on the presidency of the new Simon Fraser University at Burnaby, B. C.

Another to leave the department was Air Vice-Marshal, A. de Niverville, who retired as assistant deputy minister, air, in October. Mr. C. S. Booth, formerly senior assistant deputy minister, has replaced A/V/M de Niverville.

The department also has a new assistant deputy minister. Gilles Sicotte, former chief of the legal division at External Affairs, has taken over responsibility of the Law and Real Estate branches.

With so much ahead for all branches and divisions of the department, let's look back at what we accomplished in '63.

## Marine

A number of programs were completed: one, to construct five 95-foot and three 65-foot cutters for search and rescue is now virtually complete. Six of the vessels are in service and two will begin their duties at the opening of navigation this Spring.

A large depot vessel, the CCGS "Narwhal" was put into Arctic service last year, and the Sorel, Quebec, marine agency received a lighthouse supply and buoy ship, the CCGS "Montmagny" for service on the St. Lawrence. Also, a shallow-draft buoy and supply ship, the CCGS "Tembah" was completed and will operate between Fort Smith and Tuktoyaktuk at the mouth of the Mackenzie River on the Beaufort Sea.

In all, the department put about \$9 million worth of new ships into service during 1963.

The annual Arctic resupply operation overcame the most difficult ice season on record to keep the 100,000 ton cargo lifeline to the north open. Nineteen Coast Guard ships, including seven icebreakers and 20 commercial ships, carried the payload whose arrival was delayed as much as a week at some of the 50-odd ports of call by wind-driven pack ice. All ships suffered severe ice damage and three of the smaller ones had to be towed south for dry dock repairs, attesting to the polar pounding.

Despite these trials the Coast Guard icebreaker CCGS "Labrador" penetrated the furthest north of any Canadian ship ever in the Kennedy Channel, between Ellesmere Island and Greenland. It was only six nautical miles (at 81° 16N) south of the latitude record set by CCGS "John A. Macdonald" last year on the northwest side of Ellesmere Island.

At Fenelon Falls a new lock, costing three quarters of a million dollars, replaces two old ones. This marked the first undertaking in the 10-year \$12 million program to rehabilitate the Trent Canal system.

The second phase of this ambitious program, necessary to meet the colossal upsurge in Summer boat traffic, was the letting of a \$1,689,627 contract for the construction of a lock at Swift Rapids. This will replace the old marine railway there.

In 1963 the implementation of the Oil Pollution Regulations became more effective and 10 cases of oil pollution were successfully prosecuted, mainly on the West Coast. To increase effectiveness in Eastern Canada helicopter patrols are being extended.

Great strides were made in the field of water safety. More than 300,000 copies of our publication Safety Afloat, printed in English and French, were distributed to the ever-increasing number of small vessel owners—not only by the department but by boating organizations, manufacturers and dealers in marine equipment, the Red Cross, and others. It is proving to be one of Canada's most popular handbooks.

## Air Services

There was a note of sophistication in 1963 air services activities.

The department instituted high level air traffic control over the entire Canadian Arctic, an area as large as Australia;

—dressed three major airport terminals in important works of fine art;

—revised a 1947 agreement with the U. S. in August to set out new regulations for spacing frequency modulations for broadcasting stations on 80 channels within 250 miles of the international border;

—announced a plan to install secondary radar at 17 airports for use in air traffic control. (It will be installed in 1964 and 1965);

—and, as mentioned before, decided to build the ground station for the satellite program.

In May the department released its comprehensive study of the air services program. Called Canada in the Jet Age, the 49-page report looked ahead to 1972 and predicted that frequent landings by supersonic airlines at Canadian airports were at least another 10 years away. Operating expenses would nearly double, the report said, but an unexpected decline in capital expenditures as major projects are completed, coupled with rising revenues, will probably lead to an estimated \$3,300,000 decline in annual net costs.

The past year was a significant one for D.O.T. The department looks forward to its 1964 job in Canadian transportation. As the co-ordinator at the national level it seeks an effective rationalization of Canada's transport potential, consistent both with public service and the optimum use of physical and financial resources.



## A FOND FAREWELL FOR A/V/M de Niverville

It was officially called "a reception in honor of A/V/M A. de Niverville, C.B. LL.D." but for weeks people around Ottawa's No. 3 "Temporary" building were affectionately referring to it as "the Dinny Do".

"Are you going to the "Dinny Do?" they asked each other.

"Of course," was the answer in most cases, and that is how the spacious Assembly Hall at Lansdowne Park came to look a bit crowded the night of November 6, last.

More than 250 well-wishers—D.O.T. employees and their guests—joined the Minister in paying tribute to the retiring Assistant Deputy Minister, Air. Among those present were Deputy Minister John R. Baldwin; Mr. de Niverville's successor, Assistant Deputy Minister C. S. Booth; and Assistant Deputy Minister, Marine, Gordon Stead; all branch directors including Dr. P. D. McTaggart-Cowan from

Toronto, and regional directors and other key personnel from Toronto, Montreal, Winnipeg, Edmonton and Vancouver.

Percy Saltzman, a Toronto met. man who is well-known all over Ontario as a CBC-TV weatherman, acted as master of ceremonies at the reception.

His rapid-fire comedy routine enthralled everyone. Marking a weather map on a blackboard, he explained, "There's always a low (L) over Quebec (Q) with Frost (F) in it (this produced the letters FLQ on the map), bringing cold northerly winds over Ottawa, replacing the usual hot air".

Pursuing the point, he said, "Whereupon the temperature at Ottawa reaches it do-point Zero! and when Diefenbaker steps out into that chill north wind, he says, "Man, that's Pearson!"

In a take-off on his own TV routine in which he invariably flips a piece of chalk in the air, he said, "I do it to signal the fact that the weather is a toss-up".

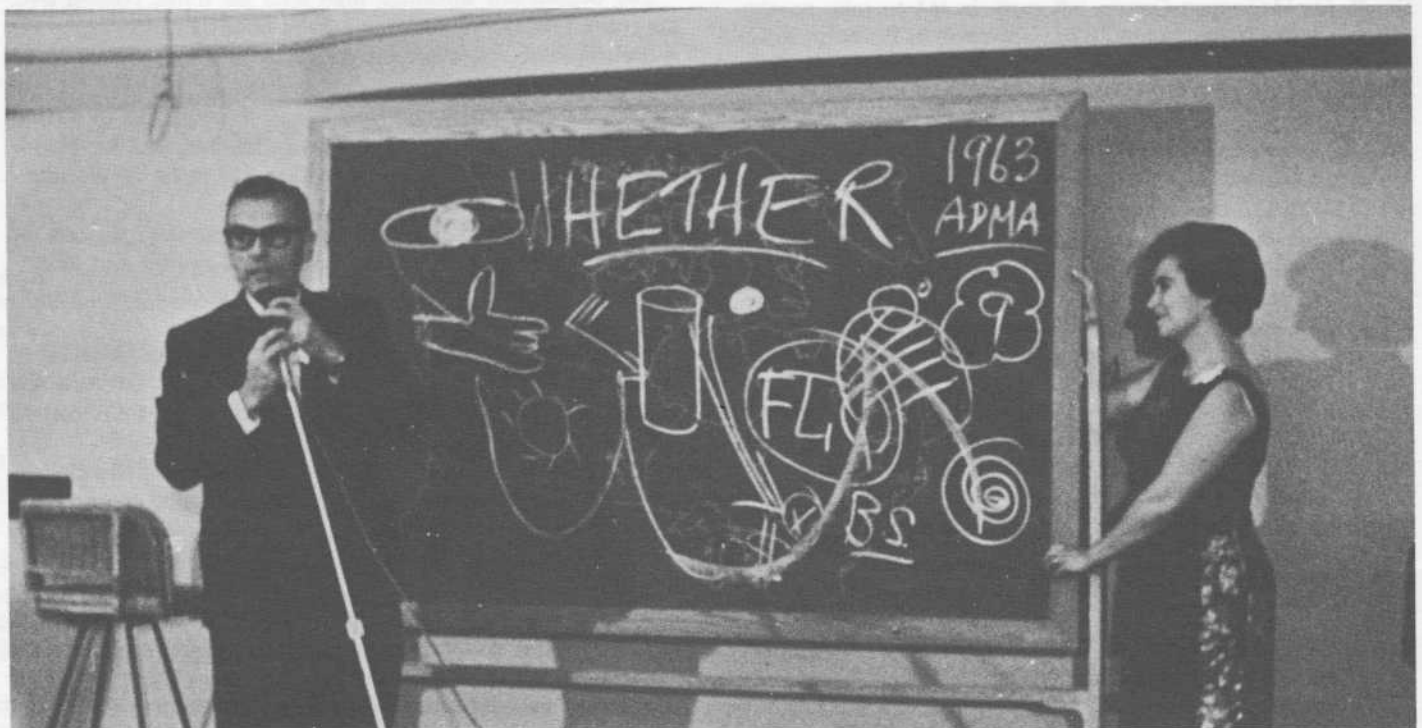
Besides a buffet supper and dancing, the "Dinny Do" also included a floor show put on by the members of air services headquarters.

Written and directed by Architect Stan White the show included skits about such subjects as civil servants and red tape.

Mr. White's wife, Hugette, gave a spirited rendition of a folk song in which a question was asked and re-appraised and re-assessed and eschewed and reviewed and:

*"On Friday we rehearsed it,  
On Monday we reversed it,  
Our decision wasn't final till  
we'd checked with F. T. Woods*

*We're sorry we've begun it.  
Perhaps we'd better shun it.  
We haven't signatures enough  
Position's not secure enough  
At noon on Monday Baldwin called  
to say that he had done it"*



Percy Saltzman, with his rapid-fire comedy routines, enthralled everyone.

The show ended with the "Dinty Waltz" in which it was recalled that:

*"After the war Dinty managed a plant that made ice cream:  
Vanilla, pistachio:  
Made popsicles, fudge sticks, and Eskimo pies with elan,  
Chocolate and butter pecan.  
Fortunately D.O.T. scooped him out of the ice cream  
And gave him a chance to become our Good Fortune Man."*

The song was too funny to be the "tear jerker" it was billed to be, although the ending came close with:

*"Ten thousand strong raise their voices in song for you, Dinty  
To bid you goodbye and godspeed for we all wish you well  
And here with a few of your best friends around you  
To speak for the rest: May good fortune abound, you  
Remain in our hearts, au revoir, bon voyage and farewell."*

Mr. de Niverville was presented with a cheque and a television set ("to watch the hockey games," as he allowed later) from his headquarters staff and with various gifts from field offices.

Mrs. de Niverville received a large bouquet.



Minister George McIlraith has an aside for the guest of honor as he presents one of the numerous gifts A/V/M de Niverville received that memorable evening.

## New Chairman of Air Transport Board



F. T. Wood.

Frederick T. Wood was appointed to succeed Paul Y. Davoud as chairman of the Air Transport Board in mid-October. The appointment of Mr. Wood, formerly vice-president of Trans-Canada Air Lines, was announced by Minister George McIlraith after Mr. Davoud resigned to return to private business.

Mr. McIlraith also announced that J. L. Gerard Morisset had been named to the newly-created post of vice-chairman of the board.

The new chairman served 16 years with TCA in successively more responsible capacities. As vice-president, corporate services—a post he held since 1962—he was the company's primary liaison officer with the A.T.B., handling such items as applications for new routes, interventions at hearings, international routes, and bilateral air agreement negotiations.

He acted as technical adviser to the Canadian delegation in the negotiation of new or revised bilateral air agreements with the U.S., U.K., Austria, Switzerland and Germany.

As well, Mr. Wood served as a director of the Air Industries and Transport Association for six years, as vice-president, transport, for two one-year terms and as president for two successive years.

Born on Christmas Day, 1907, at Bromley, Kent, England, Mr. Wood received his education in Montreal and, later, in England.

Before joining TCA in 1937, he was with the Canadian National Railway for 15 years.

Mr. Morisset has been associated with the Air Transport Board since 1946 when he retired from the Canadian Army with the rank of major. He held the positions of assistant secretary and secretary until 1953 when he was made chief of the international relations division. In 1955 he became a board member.

Born at Lorrainville, Quebec in 1913, Mr. Morisset received his education at Ville Marie, Quebec, Ottawa University, where he obtained his B.A., L.Ph and M.A., and Laval University where he graduated in law.

He was called to the Quebec Bar in 1940 and practiced in Rouyn until joining the army.

From August, 1950, to April, 1951, Mr. Morisset served as assistant secretary to the Royal Commission on Transportation and in 1952-53 attended National Defence College at Kingston.



Minister McIlraith reads from the scroll which officially names Captain Brand an Honorary Commodore of the Coast Guard fleet. Left to right: Mrs. Stead, Mr. McIlraith, Mrs. Brand, Captain Eric S. Brand, Mrs. McIlraith, Deputy Minister John R. Baldwin, Mrs. Baldwin and Assistant Deputy Minister, Marine, Gordon Stead.

## Captain Eric S. Brand Named Honorary Commodore of the Fleet Upon Retirement

Captain Eric S. Brand, director of marine operations for the department since October 1959, retired November 13th following a distinguished marine career.

At a buffet supper held in his honor, Minister George McIlraith and Deputy Minister John R. Baldwin both paid tribute to Commodore Brand's valuable services to the Coast Guard.

Mr. Baldwin said many of the measures the Commodore had initiated had not come to fruition yet, "but the foundation has been laid, the spirit is there and many years from now we will still recognize the work of Commodore Brand in the Canadian Coast Guard".

Mr. McIlraith, speaking in a lighter vein, pointed out that as an Honorary Commodore (of which there is only one other) Captain Brand has free access to Canadian Coast Guard ships any time, but that in order to relieve the taxpayer from footing the bill for such courtesies there is a daily charge of two dollars while on board.

Mr. McIlraith went on to say he understood Commodore Brand would be far

from idle in the days ahead—"I have heard a good deal about your basement this evening".

Mrs. Brand, presented with a bouquet of roses by Mrs. Gordon Stead, said she and her husband had worked as a team for a long time "and we'll go on as a team—starting tomorrow morning at nine o'clock!"

In addition to being presented by the Minister with an illuminated scroll attesting to his new rank, Commodore Brand received an oil painting by Cdr. C. A. Law, noted Canadian artist, from his departmental colleagues.

Commodore Brand's career dates back to 1911 when he joined the Royal Navy. He came to Canada in 1939 on loan to the Royal Canadian Navy as director of naval intelligence and trade (merchant shipping).

In that position he was naval staff officer responsible for the operation of the Navy Control Service in Canada and North America. This service organized ships into convoys, provided routes to all merchant ships and reported their movements. As well, the division was responsible for the

defense armament of merchant ships.

Commodore Brand was a member of the Inter-departmental Committee on Merchant Shipping Policy throughout the war. He was a member of the Canadian Shipping Board, 1942-46, and also of the Merchant Shipping Policy Committee from 1943-47.

In recognition of his war services, he was made an officer of the Order of the British Empire, and awarded the Legion of Merit (Degree of Commander) of the United States, the Red Cross Medal of Sweden and the Legion of Honour of France.

In 1946 he was government controller of Great Lakes Shipping. He then became shipping advisor to the Department of Reconstruction and Supply and later was appointed to the Canadian Maritime Commission. It was in 1959 that he joined D.O.T.

Succeeding Commodore Brand as director of marine operations is Antony H. G. Storrs, former chief, ship division of the marine services branch, Department of Mines and Technical Surveys.



## retirements—



*Edward F. Smith, is flanked by (left) B. F. Murphy, regional superintendent, telecomm construction and (right) W. E. Fenn, regional director air services, on the day of retirement.*

*Alfred E. Publicover* retired at the end of October after 35 years with the telecommunications and electronics branch.

During his three decades and more with the department, "Fred" Publicover served as radio officer on a dozen or more departmental vessels and spent several years in the Arctic at isolated Saint Paul Island.

He was appointed officer-in-charge of Halifax marine radio and held that position until 1962 when the station was combined with Camperdown Marine Radio. At the time of his retirement Mr. Publicover was supervisor at Halifax (Camperdown) Marine Radio.

On the day of his retirement friends and co-workers held a reception for Mr. Publicover and his wife, Marcelle, and presented them with several gifts and best wishes.



*John McWatters receives a cheque and best wishes from Bruce Spanton, inspector-in-charge, Ottawa Radio Field Office.*

Late in September, members of Winnipeg region air services honored *Edward F. Smith* on his retirement.

A telecom old timer, Mr. Smith joined the Vancouver branch of the former Department of Marine and Fisheries in 1925. As a radio operator he was assigned to various marine stations along the West Coast. In the mid-1930's he was transferred to Red Deer, Alberta and continued there when the Department of Transport was formed in 1936.

From Red Deer Mr. Smith moved steadily eastward, first to Lethbridge, then to Winnipeg and finally to Kenora, Ontario. He remained at Kenora for 14 years, before returning to Winnipeg in 1959 as a radio technician.

At the time of his retirement, he looked back over 37 years and 10 months with the government radio service—during which time he saw the change from spark gap transmitters and crystal detectors to the present day equipment.

Mr. Smith received an assortment of gifts, ranging from a cellerette to a set of glasses, from his co-workers.

Early in October he and Mrs. Smith left Winnipeg for interior B.C., where they plan to make their home.



*Alfred E. Publicover and Mrs. Publicover say thanks to J. Maher, Officer-in-charge, Halifax Marine radio, for the gifts they receive at retirement reception.*

On October 28, co-workers and friends throughout the department gathered to express good wishes to Radio Inspector *John J. McWatters*, who was retiring after 37 years in the government service. Mr. McWatters was presented with a cheque by Mr. Bruce Spanton, Inspector-in-Charge of the field office.

John McWatters was born in Midland, Ontario in 1898. His schooling in Toronto was interrupted by World War I when he joined the Royal Naval transport service and was active in convoy duty. After the war he was a wireless operator on the Pacific coastal service and on the Oriental run of Canadian Pacific Steamships.

Back in Toronto in 1920 he was associated with the T. Eaton Company's radio department when they introduced the first "peanut tube" radio receiver made by Northern Electric Co.

Between 1922 and 1926 John McWatters, with his brothers Bob and Bill, operated three stores in Toronto where they sold the "concert wave", a three tube receiver which they manufactured themselves. It sold for \$250.

In 1926 he joined the radio branch of the old Department of Marine and Fisheries. Over the years he worked extensively at investigating complaints of interference to radio and television reception.

# Notre Grande Famille

Par Henri Gourdeau\*

Dans notre travail de tous les jours, on s'arrête peu souvent à songer à l'ampleur du ministère dont nous faisons partie.

Que nous appartenions aux Services de l'Air ou aux Services de la marine, il est fort difficile de se représenter l'ensemble des fonctions multiples et variées qui, reliées les unes aux autres, forment un tout homogène destiné à assurer à toute la population canadienne un réseau de communications des plus efficaces et des plus modernes, soit par terre, par mer, par air ou par voie radiotélégraphique, radiotéléphonique ou électronique.

Notre pays, de par son immensité et de par sa position géographique vis-à-vis les grandes voies maritimes et aériennes du monde, a dû se développer d'une façon gigantesque, par rapport à sa population, dans le domaine de tous les modes de transport et de communication.

Par exemple, les Services de l'Air, divisés en plusieurs directions, telles que la Direction des télécommunications et de l'électronique, la Direction de l'aviation civile, la Direction de la construction, la Direction de la météorologie, la Direction des services administratifs, forment une entité bien définie tendant au même but: la sécurité du trafic aérien.

En effet, l'avion qui sillonne le ciel canadien est entouré des soins attentifs de tous et chacun parmi nous. Depuis le Ministre, le Sous-ministre jusqu'au plus humble employé, l'effort et le travail sont

toujours dirigés vers le même but. Le mécanicien qui met au point le souffleur; le météorologiste à son poste d'observation ou penché sur la carte qui décrit toutes les perturbations possibles de l'air qui nous entoure; le contrôleur de la circulation aérienne; l'opérateur radio qui reçoit et transmet les messages nécessaires à la navigation aérienne; l'ingénieur qui prépare les plans et devis d'une piste d'aéroport; le technicien qui installe et entretient les différentes aides électroniques ou les appareils radar; l'inspecteur-pilote qui en fait l'essai de performance; l'administrateur qui voit au personnel, à la comptabilité, aux achats, aux magasins et à l'expédition; le manœuvre qui enlève la neige recouvrant les feux d'atterrissage, tous nous faisons partie d'une vaste équipe dont nous pouvons être fiers.

De ce grand réseau, la cellule que l'on connaît le mieux est l'aéroport. On y trouve une réplique miniature, bien que de première importance, des Services de l'Air à l'échelon national. Chacune des directions — administration, télécommunications, météorologie, construction et aviation civile — en fait partie intégrante.

On y retrouve le contrôleur de la circulation aérienne, le météorologiste, l'opérateur radio, le technicien des télécommunications, l'électronicien, le plombier, le mécanicien, le peintre, le maçon, l'opérateur de machines lourdes, l'ingénieur en chauffage, l'électricien, le contremaître, le surintendant... la liste complète serait trop longue.

Tous les employés forment l'équipe nécessaire à l'exploitation et à l'entretien des installations et services qui pourvoient non seulement à la sécurité de l'aviation

mais aussi au bien-être et au confort du voyageur.

Les employés québécois du Ministère sont fiers, à juste titre, de l'immense région des Services de l'Air qui est confiée à leur administration. En effet, l'aviation civile, nationale et internationale, a connu un essor fantastique dans cette région pendant les quinze dernières années; l'exploitation des richesses naturelles du Nouveau-Québec; la construction de la ligne DEW; l'expansion de l'industrie et du commerce le long des deux rives du Saint-Laurent et dans la région du lac Saint-Jean; l'avènement des gros aérobus à réaction, ont été les facteurs principaux de cette activité fébrile à laquelle nous avons tous pris part.

L'aéroport international de Montréal jouit d'une excellente réputation auprès des compagnies de transport aérien du monde entier. On peut dire que les avions de chacune d'elles y ont fait escale et que plusieurs y font escale régulièrement. C'est pourquoi le Ministère vise à l'amélioration constante de ses pistes, de son contrôle de la circulation aérienne, de ses aides à la navigation, de ses services météorologiques et de son personnel. Le tout a été couronné, en décembre 1960, par l'inauguration officielle de l'aérogare, immeuble des plus fonctionnels, vaste, d'une dignité somptueuse, qui fait non seulement notre orgueil, mais suscite aussi l'envie de tous les représentants officiels des pays-membres de l'Organisation de l'aviation civile internationale qui sont venus le visiter. C'est, sans contredit, un des plus grands et des plus beaux que l'on puisse trouver dans les centres importants desservis par l'aviation commerciale.

\*M. Gourdeau, régisseur régional de l'aviation civile à Montréal, occupe actuellement un emploi au bureau central dans le cadre du programme d'échange du personnel.



# COINING IDEAS

*Victor W. Zariski*, an Edmonton radio technician, recommended that a protective fuse be placed in the input side of "telepac" teletype transistorized keyers to protect them against damage from line lightning hits or accidental erroneous connections of contacts with 115 volt power services.

Since this results in a minor savings in the Edmonton region, Mr. Zariski was granted a \$15 award-in-kind. He chose a four-piece set of crystal.

*Gerald Wintermeyer*, a radio technician at the Ottawa aircraft radio workshop, received a \$10 award-in-kind for suggesting that the remote squelch (noise level control) "On-Off" switch be replaced by a potentiometer to give simple control from the cockpit. This has been done and has improved maintenance and replacement procedures.

Mr. Wintermeyer selected a desk-pen set and a wallet as his awards.

The handsome sum of \$80 was the amount awarded to Winnipeg engineer *David M. Silverberg* for outlining a major revision to tender and contract forms. Mr. Silverberg's idea was that one form would serve both as a tender and a formal contract when work is awarded.

After much consideration to clarify the administrative and legal aspects the new form was approved, printed and introduced on a trial basis. A great deal of executive, clerical and stenographic time has been saved so the suggestor was granted the cash award.

*Mrs. Mary B. Shea*, a stenographer in Moncton region air services, recommended that wherever possible snapshot mailing agencies be used for processing film. Since such agencies' costs are comparatively low, Mrs. Shea's suggestion has been approved, where the quality of developing and the time factors are not of utmost importance.

Granted a \$10 award-in-kind she selected bathroom scales and a wallet.

*Alex Thurber*, field maintenance supervisor

at Edmonton region air services, recommended Form 250A (Requisition for Materials and Services) be amended to show amount used during previous calendar year.

The amendment has now been incorporated in a redesign and new printing and should be of assistance in controlling overstocking at various locations.

Mr. Thurber was granted a \$15 award-in-kind and selected a travel iron and heating pad.

*Everett Kirkpatrick*, a Sault Ste Marie radio operator, suggested that teletype transmission of special messages concerning Caribou Island weather to Lakehead marine/radio station be discontinued.

This has now been done and Mr. Kirkpatrick was granted a \$10 award-in-kind. He chose a set of copper hand-tooled pictures.

A suggested revision to the traffic schedule of Prince Rupert marine radio with area lighthouses won a \$10 award-in-kind for Bull Harbour Radio Operator *P. S. Beryar*.

Since the recommendation provides a better schedule it was adopted. Mr. Beryar selected a travalarm clock.

Stationery engineer *G. N. O'Brien* of Moncton region air services suggested that a vent or filler valve be installed in the two hydraulic oil reservoirs at Moncton airport. The modification improved work procedures by eliminating the need to remove the reservoir cover when measuring the oil level so it was adopted. Mr. O'Brien selected a pen and pencil set.

#### EDITOR'S NOTE:

*Starting with the next issue of News On The DOT, we will describe only those suggestions which are granted a cash or "in-kind" award valued at \$30 or more. All others will simply be listed with name and location of person and value of award—i.e. John Brown, Ottawa Airport—\$10 award-in-kind.*

*Frederick W. Bone*, regional controller of air services at Edmonton, died suddenly on October 4. He was visiting a daughter in Ottawa at the time.

Born at London, England in 1901, Mr. Bone was educated there. In 1917 he began what was to be a lifetime career in aviation, when he joined the Royal Flying Corps as an aircraft mechanic-in-training. At the end of World War I he remained in the service and experienced its transition into the Royal Air Force. In 1922 he obtained his wings and was sent to Iraq as a sergeant pilot flying.

Returning to England in 1926, Mr. Bone was assigned to a fighter squadron. Three years later he decided to leave the RAF and come to Canada to try his luck as a bush pilot in the then vast, unknown north.

He spent the next 12 years as a pilot with Canadian Airways Ltd. of Edmonton and was their operations manager when he left to join the Department of Transport in 1941.

During his first 13 years with D.O.T. Fred Bone progressed through the classes of civil aviation inspector and did considerable flying of departmental aircraft, frequently visiting the areas and lakes with which he had become so familiar when flying "the bush".

His career as a pilot ended in 1954 with a transfer to Ottawa headquarters to undergo training in administration, licensing and regulatory procedures. In April, 1958, he was assigned to Edmonton as regional controller of civil aviation.

In a tribute to Mr. Bone the magazine *Western Wings* said ". . . . and we can be thankful that in every aviation region in Canada there are officials like Freddie Bone: men who can see beyond the print in the "book" and who see their work as something more than just enforcing regulations."

Mr. Bone is survived by his widow, Mary, and three daughters, Lynda, Elizabeth and Patricia Mary (Mrs. H. J. Fields).

*Edward Virgo*, a D.O.T. employee at Parry Sound, Ontario, from 1919 to 1960, died in November.

Born at Parry Sound in 1898, he spent all his life there with the exception of three year overseas during the First War. Wounded in action at Passchendaele, he returned to Parry Sound and joined the former Department of Marine and Fisheries, later the Department of Transport, in the stores section. He remained there until his retirement in 1960.

Mr. Virgo is survived by his widow, Mrs. Elsie Mary Virgo, two daughters and a son.



*Canadian  
Coast  
Guard*  
**ALBUM**

**CCGS N. B. McLEAN**

The icebreaker *N.B. McLean*, completed in 1930 at Halifax Shipyards, is a veteran with an enviable record of service in the St. Lawrence River, Gulf of St. Lawrence and the Eastern Arctic.

LENGTH: 277 feet

BREADTH: 60 feet, 4 inches

DRAFT: 19 feet, 6 inches

POWER: Steam, triple expansion reciprocating  
6,500 horsepower, twin screw

GROSS TONNAGE: 3,254